

Minutes for Urban Funding Issues Work Group  
January 30, 2003

Attendees: Al King, Sally Anderson, Azim Sheikh-Taheri, John Milton, Pat Morin, Brian Hasselbach, Mark Maurer

Dave Olson joined us for the first part of the meeting for Mark's update on the Interdisciplinary Design Team (IDT) meeting on January 28<sup>th</sup>. Part of that discussion revolved around the Instructional Letter (IL) *IL 4053.00 Jurisdiction Over State Highways Within Cities*. The IL focuses on design decisions, not funding; however, one bullet that states,

“Cities, towns, and WSDOT have financial responsibilities commensurate with their design responsibility.”

This has been interpreted by some local agencies to mean that if there is a project they are doing within their jurisdiction, then WSDOT will pay for all elements over which WSDOT retains design control. That was not the intent of the IL and needs to be resolved. Al said that he thought the bullet should be removed from the document. Dave said he would talk with John about revising the IL to clarify it.

Other questions or issues that were brought up at the IDT were:

- For the purposes of the matrix, does it matter who is leading the project. If it is a local project can WSDOT participate per the matrix?
- Payment follows decision. If WSDOT retains decision authority, then we pay. (This was the cities take and gets discussion led to the discussion of the IL.)
- A view was expressed that Planning and Programming should be the owner of the matrix and maintain it.
- If the local agency has landscape standards, will we pay for and install elements to meet those standards?
- There needs to be a good review of the matrix by local agencies and other interested parties.

In the discussion that followed it was decided that this matrix was a WSDOT document only. It will clarify what items can be paid for in each program. It will be for new items only because if there are existing items that WSDOT disturbs during a project, we will restore it (with the exception of elements that are at the end of their lifecycle per last meetings discussion). We realize that the matrix will provoke a lot of discussion and if the local agencies have a problem with what the programs can pay for, then we will discuss that with them as a next step. However, at this time our task is to determine what specific programs can pay for under the current system.

As far as the standards, we will pay for WSDOT standards and we will indicate in the matrix where those standards can be found. As we work through the matrix we identified some elements that currently have no clear standards. Those will be developed, until

then, the matrix will indicate that partnering (negotiation) with the local agency is necessary.

The rest of the meeting was used in reviewing and revising the matrix. We worked all the way through the matrix for cities with populations greater than 22,500 with the exception of “Art”. There was some discussion of what “art” is and if it should be called something different. We tabled that discussion for the next meeting and we will invite Sandy Salisbury to come discuss the Roadside Manual chapter on this subject. (Sandy has been having a problem with this subject as well in the comments she has gotten back from the Roadside Manual team and others.)

Azim thinks that the matrix for cities with populations less than 22,500 will be almost identical to the matrix for cities greater than 22,500 with the exception of the I2 – Safety Improvements column. (Milton concurred in a following conversation.) Mark will make the changes to the cities less than 22,500 matrix to reflect that view. We will review and revise that matrix at the next meeting.

The meeting was adjourned at noon.

Respectfully submitted by Mark Maurer.